## Mational Republican.

SATURDAY MORNING, APRIL 7, 1866.

THE WASHINGTON CANAL-REPORT
BY MAJ. GENS. GLAGGE, WARREN
AND TOWER.

The following highly interesting report was
transmitted to the Senate yesterday afternoon by the President in compliance with a
resolution adopted on the 7th ult., respecting
the improvement of the Washington city
canal to promote the health of the metropolis. The matter presented in the resolution
was referred to the Secretary of war, and by
him to Brevet Maj. Gen. Delafield, Chief of
Engineers in the United States army, who
appointed as a board to make the necessary
examination of the canal the eminent engineers whose report is now submitted:

\*\*ENDINGS DEPARTMENT.\*\*

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examination of the canal the eminent engineers whose report is now submitted:

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\*\*Gassinal: The Board of Engineers constituted by Engineer Orders, No. 5, dated Engineer Department, Washington, March 10, 1866, with instructions "to carry into effect the resolution of the Senate of the United States of the 7th instant, to examine the entire line of the Washington city canal, and report what immediate means, within their judgment, should be adopted for such temporary improvement thereof as will best secure the health of the residents and citizens of the national metropolis during the coming summer, and such plan for the permanent improvement and regulation thereof as will most effectually remove the existing nuisances and prevent future similar accumulations," have the honor to report that they have visited and examined the Washington city canal at the stages of high and low water, and have caused suitable measurements and soundings to be made in order to determine the volume of the deposits that have accumulated therein.

The sources of these deposits are:

made in order to determine the volume of the deposits that have accumulated therein. The sources of these deposits are:

1. The surface drainage of the city discharged by Tiber creek and the street drains.

2. The refuse from the city sewers.

3. The dust blown by the wind, and the material thrown from boats and by the people living or doing business on the banks of the canal.

The volume of the deposits above the level

the canal.

The volume of the deposits above the level of nine inches below the level of ordinary low water amounts to 26,000 cubic yards between the Eastern branch and Tiber creek, and 117,000 cubic yards between Tiber creek and the Seventeenth street pier.

At the time the board made their examinations, about two weeks since, no very unpleasant affluvia arose from any part of the canal not even where the bottom was exposed; but the concurrent statements of many residents

ant affluvia arcse from any part of the canal not even where the bottom was exposed; but the concurrent statements of many residents of the city show it to be highly offeneive during the summer and early autumn mentls.

Much of the most filthy portion of the deposit comes from the sewers, and is thrown into the canal west of Sixth street. From Sixth street cashward, the sewer discharges are so mingled with the silt from Tiber creek, which largely predominates in that portion of the canal, as to render the whole mass comparatively innoxious: but from Sixth street westward, including the basin between Fifteenth and Seventeenth streets, the bottom is covered with a mass of decaying animal and vegetable matter and earth, forming a soft, slimy, and offensive compound, mostly bare a great portion of the time.

The board believe that, if the temporary importanced with a mass of decaying animal and vegetable matter and earth, forming a soft, slimy, and offensive compound, mostly bare a great portion of the time.

The board believe that, if the temporary in the canal during the coming summer if commenced.

The board believe that, if the temporary in the deposits excavated to the levels recommended, that the discharge of the sewers into the canal during the coming and and vegetable matter and earth, forming a soft, slimy, and offensive compound, mostly bare a great portion of the time.

The board believe that, if the temporary in the deposits excavated to the levels recommended, that the discharge of the sewers into the canal during the coming and have consulted several experienced engineers and others in relation to the subject submitted to their judgment, and have derived much valuable information from them. An estimate of the expenditure necessary to the suggestions of the board, amounting to 875,000, accompanies this report.

soft, slimy, and offensive compound, mostly bare a great portion of the time.

The canal must eventually be cleaned out by excavating it, whether used either for sewerage, for an outlet for Tiber creek, for purposes of commerce, or for all of these objects combined; and if for the latter, or even for commercial purposes alone, the cleaning out must be frequently repeated as deposits accumulate. The amount of labor necessary to effect such excavations to a level below low water precludes the possibility of its being accomplished at a reasonable cost before July next, and it is thought that a duregrant to the health of the city would not allow the work to be carried on during the summer months.

Some other plan for affording temporary relief must therefore be devised; and it is the opinion of the board that this can be secured by a partial excavation of the deposits from that portion of the canal between Tiber

by a partial excavation of the deposits from that portion of the canal between Tiber creek and Seventeenth street pier down to a uniform level of at least one footbelow mean uniform level of at least one footbelow mean half tide, combined with a dyke or dam at the outlet of the basin at Seventeenth street, arranged for keeping the level thus obtained constantly submerged with running water, varying in depth from one to three feet, and wholly or partially changed with each rising tide. By this plan the volume of the deposits to be removed between Tiber creek and Seventeenth street will be only 31 1000 cubic. its to be removed between Tiber creek and Seventeenth street will be only 31,000 cubic yards. It is believed if the work be com-menced at once that this amount can easily be taken out by the middle of next May. This material should be deposited in the Po-tomac at some point where it will not injure navigation or become offensive. Between Tiber creek and the Eastern Branch the excavation should be carried to amiform depth of at least nine inches below mean low water in order to exalish a contin-

uniform depth of at least nine inches below mean low water, in order to establish a contin-uous current from west to east, provide a pas-sage way of sufficient capacity to secure the required daily change of water in main canal, and facilitate the exit of heavy rain falls de-livered by Tileer creek. These excavations, amounting to 26,000 othic yards, composed mostly of the sand and gravel brought down by the "These water that the control of the sand and gravel brought down

amounting to 26,000 cubic yards, composed mostly of the sand and gravel brought down by the Tiber, may, with the exception of small portions taken from the mouths of drains, be safely left on the margin of the canal.

It has been proposed to use the waters of Rock creek, in connection with a dam from Seventeenth street pier to Monument Point, to cover the filthy deposits and to produce a continuous current toward the Eastern Branch, and thus partially change the water of the canal daily. This project would, doubtless, be effectual during the greater portion of the year. But if the tests of the daily supply of Rock creek made by engineers be correct, it would, in the opinion of this board, be insufficient to secure with certainty the required daily change in the waters of the canal to prevent stagnation in the hottest and most sickly season.

Hence it is deemed advisable not to rely upon Rock creek for the needed supply of water, but to introduce it from the Potomac through suitable gates in the dyke. By this means a continuous current will be established toward the Eastern Branch a large part of the water in the canal will be changed daily, and its bed, previously excavated be-

part of the water in the canal will be changed daily, and its bed, previously excavated below mean tide, will always be covered. The low mean tide, will always be covered. The water of Rock creek can be used advantage-ously, and in connection with that of the Potomac, but it is not deemed indispensable. As it is now wasted by discharge into the giver, if the proprietors of the Ohio and Chesapeake canal will grant its use free of charge, a simple arrangement of the lock-gates at Seventeenth street will render it available with little cost.

available with little cost.

In view of the foregoing considerations, the board unanimously recommend that the canal be cleaned out to a uniform depth of at least one foot below the level of mean half tide between Seventeenth-street pier and Tiber creek, and to a uniform depth of nine inches below low water between Tiber creek and the below low water between Tiber creek and the Eastern Branch, and that simultaneously with the prosecution of this work a dyke be constructed, extending from the end of Seventeenth-street pier to Monument Point. The top of this dyke should be fixed primarily at the level of mean high tide, that height being deemed safficient to secure the objects in view, while it will not interpose serious ocstacles to the escape of the waters of Tiber creek in times of extraordinary freshets, at escape inadequately provided for by the

contracted portion of the canal leading to the Eastern Branch.

The dyke can be easily and quickly increased in height should it be afterwards found necessary and admissible to do so. It should be from six to ten feet in width, and wider across the channel way, if necessary, and constructed with piles, and short piles on the two sides, with the space between them filled up with a puddling of clay. It should be closely planked on the top, so as not to be injured by the flow of water over it. Water-ways of sufficient aggregate width to insure a fall rise of tide inside should be left in the dyke at the deepest water, provided with suitable tide gates, to open inward with the rising tide and close with the ebb. These water-ways may be made to answer the purposes of a lock during the coming summer, and, therefore, should be of sufficient width to allow the usual ingress and egress of boats, and especially of such scows and steam dredging machines as may be required in prosecuting the work of future improvements on the canal. The discharge of water into the Eastern Branch, and, consequently, its height in the main portion of the canal, may be regulated by simply altering the capacity of the water-way at some suitable point east of Tiber crock. The contraction at New Jersey avenue may be advantageously used for such a purpose.

cast of Tiber creek. The contraction at New Jersey avenue may be advantageously used for such a purpose.

Ample tide gates, to open outward with the abb tide and close with the flood, should be placed at the debouche of the canal into the basin at the Eastern Branch, to exclude the flood waters from that end and promote the flow in that direction.

The board briefly submits the foregoing project for the temporary abatement of the

project for the temporary abatement of the existing nuisance, without going into the elaborate details which have been developed elaborate details which have been developed in their calculations, and without enumerating the various data and formulas which enter as elements in the discussion of the problem. These they propose to give more fully in their plan for the permanent improvement and regulation of the canal, which, as it involves the entire question of city drainage and sewerage, as well as other considerations of commercial and municipal character, they propose to withhold until they shall have given the subject that mature and careful study which its importance demands.

The proposed dyke and tide gates, if well constructed, will, with ordinary repairs, isat for several years; and taken in connection with the excavators recommended by the board may either contribute to or in a greater or less degree form a component part of the

board may either contribute to or in a greater or less degree form a component part of the plan for permanent improvement which they expect to submit.

How soon it will be necessary, if at all, to construct a main sewer independent of the canal, to meet the requirements of the city in its growth and enlargement, the board are not prepared to say; but it is evident that such a sewer could not be completed during the coming summer if commenced.

The board believe that, if the temporary improvement which they are not are for the part of the component which they are not are carried.

amounting to \$75,000, accompanies on port.

If this project be adopted, it is deemed of considerable importance that the execution of it be commenced without delay,

Lieutenant Colonel of Engineers and Brevet Brigadier General U. S. A.

Major of Engineers and Brevet Major General U. S. A.

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G. K. WARREN, Major General, &c.

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derson, J. B., Missouri, 448 E street. dricks, T. A., Indiana, Mrs. Tilley's, 34 and Mis-Stemarice, T. A., Indiana, Mrs., Thiry's, of an an about avenue. M. Mich, et ?! Verment avenue. Lanc, Ames H. Kinster, Mal., 21 Verment avenue. Lanc, Ames H. Kansas, Ranton House.
Lanc, Mary S., Ind. 39 Cot., bet. M. and 416.
Mergan, R. D., New York, eer 16th and 1st.
McJungail, James H., California, 175 G street, bet.
Michael M. M. Malle, Washington House.
Marrit, Let M., Oregon, 221 Pa. avenue, between Norton, Daniel S., Minn., Cratchett's, corner D and 6th sie.

Rh sie. Nys, James W., Nevada, No. 163 G et., bet. 16th and 18th. Peland, Luke, F., Vermont, No. 4 Rotta A st., Capitol Hill.
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Van Winkle, P. G., West Virginia, National,
Wade, Benjanin F., Ohlo, No. 8 44; street,
Williams, Garage H., Organ, Sub Furset,
Williams, Garage H., Gregon, Sub Furset,
Wright, Williams, R. J., nor. 6th and D etc.
Williams, House, Mans. Washington House,
Willey, W. T., West Virginia, cor. 3d st. and Mi

Willey, W. T., West Virginia, oor. M st. and M: Newton.
Yales, Richard, III., 608 St. bet, 6th and 10th.
Yales, Richard, III., 608 St. bet, 6th and 10th.
Jacora, J. L., Minsteleppi, Mctropolitian Hotel.
Fowire, J. S., Louislana.
Rayer, R., Arkansas.
Honstoin, George S., Alabama.
Guiler, R. K., Louislana.
Hahn, Michael, Louislana. Willard's.
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Smith, Chas., Le.
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Ancean,
Anderson, George W., Mo., 467 9th street,
Barkey, Anchanta A., Penna, 460 5th street,
Barkey, Anchanta A., Penna, 460 5th street,
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Barkey, Portens, V., 265 F street,
Benjamin, John F., Mo., 265 F street,
Blains, James G., Maine, 457 5th street,
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Hawell, John, California, 466 lith st.
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Glark, K. W., Ohle, cor, Shand Panna, Ave.
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Oohle, J., Hellingham, Stones,
Davier, T. T., N. Y., Fatreet, bet, 12th and 14th,
Darling, W. A., Benry, Park, 57 likh eireet,
Davier, J. H., Malana, avenne House,
Herry, M. O., Hellingham, Shandhama,
Hell

Higby, Wim., California, 1872 Carroll Row.
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Hollmes, by sheet, T., New York, Avenue Brone.
Hadin, Robert B., Sew York, 437 Fifth street.
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Harrin, B. G., Maryland.
Hart, Rowell, New York, 437 Fifth street.
Harrin, B. G., Maryland.
Hart, Rowell, New York, Wormley's, I street, bet.
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Hills, M. W., Sew York, Avenue Hones.
Hills, M. W., Sew York, Avenue Hones.
Hills, H. W., Sew York, Avenue Hones.
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Kerr, Michael C., Indiana, 42 Missouri ave.
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Micholson, John A., Delaware, 467 6th st., bel. Dand E.
Kewill, William A., N. J., Willsarde.
Myers, Loonard, Pa., 440 Skieventh street.
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Perham, Sidner, Maine, 372 Fourth street.
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Police, Clarica E., Maryiand, Williand's.
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Williams, Thos., Pennsylvania, Avenue Henes.
Williams, J. F., Iowa, 208 Hes., bet., 17th and 18th.
Wilson, Sisphen F. Fra., United States Hotel.
Windon, Win, Minnesotts, 422 Twelfth street.
Winfield, C. H., New York, 400 Ninth street. Winness, C. R., New York, 400 Ninth street.
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[CINCLAN.]

MARITOTON, December, 1968,

Every one sumplains of the extortion and imposition practiced upon the people of this city in the matter of isset, but no one proposes a remedy. A member of gamiltoness accessised with no own a valuable colliery in the huntiery in the matter of isset, but no one proposes a remedy. A member of gamiltoness accessisted with no own a valuable colliery in the huntier of the colliery in the huntier of a set of the colliery in the huntier of a set of the colliery in the huntier of a set of the colliery in the colliery of the

the nema ray owning ten sharm would pay for it \$100.
This would souther him to ten tone at cost—say \$3 fees than dealers, "retail price—\$30.

30.000 tens sold outside at a profit of \$2 per ton wentle be. \$90,000.

And deducting contingencies, det. 15,000

And deducting contingencies, det. 15,000

Would leave. \$44,000

or 15 per cent on the entire capital, and added to the saving in the price of coal, \$50, makes \$45, or 45 per cent.

The coal is much reprint to and worth at least 47 per the coal is much solven prior to can worth at least 47 per their and the coal is much solven prior to can worth at least 47 per their and the coal of the c

tions and entroling lines to Hajor L. K. Casey, No. But Carreet.
We shall be glad to give any further information.
JOHEPH CASEY,
L. K. CAMEY.

For the correctness of the foregoing statements we have paraission to refer to Gos. W. Niggs, Ecc., H. D. Cooke, Esq., H. C. Fatnesterk, Esq., and E. C. Robbitzs, Esq.

IN THE SUPREME COURT OF THE

IN THE SUPREME COURT OF THE DISTRICT OF COLUMBIA, THE STH DAY OF MARCH, 1866.

ASSES JORNOUS, Petitions,

JAMES HENRY JORNOUS, Deft's No. 618.

Is appearing to the Court that the subjours is essent it appearing to the Court that the subjours is essent it and by the affiliary in first Henry in the court in the subjours is essent in and by the affiliary in first Henry in the District for a period of more than ell mouths last ps. 1, it is therefore, this 8th day of March, 1869, on motion of H. C. Gooding, Heq., emicitur for the complainant, Ordered, that auttes of the pendency and object of this estit be given to defendant, by publication, ence a week warning the defendant to appear in this Court in our Anterior Monday, the 2td day of April next, and answer the allegation of said inside for motions one against him. The first publication of said notice to be made at ional forty days before the said return day.

By order of the Court.

A true copy.

By J MEIGR, Clerk.

FPHIS IS TO GIVE NOTICE THAT THE

THIS IS TO GIVE NOTICE THAT THE

THIS IS TO GIVE NOTICE THAT THE cuberiber has obtained from the Orphana Court of Washington sounty, in the District of Columbia, letters of administration, de forst none, on the personal research, and the personal perso

BAILROADS.

WASHINGTON, ALEANDRIA, AND TIME TABLE.

MONDAY, March 12, 1605, and until Passenger Trains will run between alexandria as follows: ## 15 # 5.00 ## 15.00 ## 5.00 LEAVE WAS

BALTIMORE AND OHIO BAILBOAD. FOR BALTIMORS.

Leave daily, except Sanday, at 6.20, 7.80, and il. M. m., and 2.40, 4.30, and 7.80 p. m. FOR ALL WAT STATIONS.

I save daily, except Sunday, at 6 20 a.m. and 2 45 p. m. FOR WAT STATIONS SOUTH OF ANNAPOAIS JUNC-TION. Leave at 6 and 6.70 s. m., and at 2.40 and 6.50 p. m. daily, except Sunday.

Leave at 6. 20 and 7. 30 a. m., and 6. 30 p. m. No train a or from Amapatis on Sanday. ON SUNDAY. FOR BALTIMORE.

FOR RALTIMORIE.

Leave at 7.30 a.m. and 2.45 and 7.50 p. m.

Leave at 7.30 a.m. and 2.45 and 7.50 p. m.

Leave at 7.30 a.m. and 2.45 p. m.

FOR ALL PARTY OF THE WEST.

Leave daily, except forming, at 7.30 a.m. and 7.30 m.

On Sunday, at 7.30 p. m. only, connecting at Relay Station with trains from Baltimore to Wheeling, Partersburg, &c. Station with trains from Baltimore to wneeding.

Through lichest to the West can be had at the Westington Station Ticket Office at all hours in the day, as well as at the new office in the American Tolograph
building. Pennsylvania avenue, between Four-acchaid and Sixth etreets.

For New York, Philadelphia, and Boston, see adverlisement of "Through Line."

W. P. SHITH,

ORANGE AND ALEXANDRIA RAIL

ORANGE AND ALEXANDRIA RAILROAD -THROUGH by RAIL FROM WASHINGEXTRIBUTED XANDRIA TO MICHMOND AND
AND CONTROLLETTED.

OR and after FEIDAT, September 1, 1665, the trains
on this road will run as follower.

TRAINS SOUTH.

Leave Meablington at 7 a. m. and 5, 50 p. m.
Leave Meablington at 7 a. m. and 5, 50 p. m.
Leave Ourdonsville at 12, 30 p. m. and 1, 40 a.m.
Arrive in Lichemond at 5 p. m. and 6 a. m.
TRAINS NORTH.

Leave Helmond at 7 a. m. and 7, 15 p. m.
Leave Meablington at 5, 50 p. m. and 6, 52 a. m.
TRAINS NORTH.

Leave Helmond at 7 a. m. and 7, 15 p. m.
Arrive at Lichemond at 5 a. m. and 7, 15 p. m.
Arrive at Alexandria at 4, 50 p. m. and 6, 52 a. m.
Arrive at Alexandria at 4, 50 p. m. and 6, 52 a. m.
On Mandayaleave Washington at 5, 50 p. m. only.
Leave Gerdonaville at 11, 45 a. m.
Leaves Gerdonaville at 11, 50 p. m., arriving in Alexandria at 8 a. m., arriving the progeniture of the first of

a continuous rail from new stork to Lyannburg, esomilies.

It also, Calletta, Rappahamoch, Culpeper, Orange,
and Gordesstile, where many of the grant battles of
the tate rebaillon were fought.

Trickets can be presured in Adams' Express Building,
opposite the B. and O. R. E. Depot, in Washington;
alex, at the Depot, on Maryland avenue.

Trains leave the corner of First and C streets, Washington.

W. H. MCLAFFRINTY.

General Superintendent,
J. BROADIS. General Superintendent, J. M. BROADIN, General Passenger Agent

THROUGH LINE BETWEEN WASH-INGTON, PHILADRIPHIA, AND NEW YORK. WARRIEDTON, March 26, 1805.
Trains between Washington and New York are now un as follows, viz;
FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 7.30 s. m., and 6.30

FOR NEW YORK, changing care at Philadelphia, Leave daily (except bunday) at 11.15 a. m., and 4.30 p. m.

FOR PHILADELPHIA,

Leave daily (except Sunday) at 7.30 and 11.15 s. m.,
and 4.70 and 6.30 p m.

ON SUNDAY.

Leave for New York and Philadelphia at 6.30 p. m.

Leave for New York and Philadelphia at 6.20 p. m. only.
Simpling care for New York on 6.20 p. m. train daily.
Through linksta to Philadelphia, New York or Boston, can be had at the Station office at all hours in the day, as well as at the new office in the American Telegraph building, Pennsylvania avenne, between Four-and-a-haif and Stati street.

Bos Baltimore and Ohlo railroad advartasement for the street and the west washington, Baltimore, Annapolis, and the West.

Massier of Transportation.
L. M. COLE,
General Trickst Agent.
GEO. 8. KOONTZ,
Acent, Washington

GREAT PENNSYLVANIA ROUTE HORTH AND WEST.

FOUR DAILY TRAINS. SPRING AND SUMMER SCHEDULE: ON AND AFTER MARCH 12, 1800, trains will leave as follows: as follows: Leave Wash'n. Leave Ballo,
Express Mail. ..., 30 a. m. 9.00 a. m.
Patt Lines ..., 570 a. m. 12.10 p. m.
Pittsburgh and Eric Ex ..., 400 p. m. 7.20 p. m.
Pittsburgh and Sintra Kar. ..., 40 p. m. ..., 43 p. m. Repress Mail..... TWO TRAINS ON SUNDAY, (Connecting at Baltimore,) Leave Washington at 2.45 and 7.40 p. m

SLEEPING CARS ON ALL NIGHT TRAINS.

Care van through from Baltimore to Pittsburgh, Erie or Einife, without change.

App For Tickets and any information apply at the Office of the Great Fenery issual Ecote, outside Fenery's and a venue and Sixth street, under Rational Hotel, and Fourteenth street, corner of Fenery's rank are under Rational Hotel, and Fourteenth street, corner of Fenery's rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not seen to the corner of Penery rank are not 

30 p. m.
 Commodious alseping cars attached to 5 p m. train.
 ap3 James H. HOYT, Superintendant.

Commoditous alsoping care attached to 8 p. in. trainaps Jalkis H. HOYT, Superintendani.

TRIE RAILWAY.—TRAINS LEAVE
depot foul of Chambers street, via Favoula ferry;
7:50. a. v. Day Supreso, for Canadidgus, Rochester,
Lake Shore and Grand Trank Chambers at Buffalo with
Lake Shore and Grand Trank Chambers Buffalo with
Lake Shore and Grand Trank Dalir, to Otlaville.
10:00 a. w. Express Mail for Buffalo, Salamanea and
Dankirk, connecting with Lake Shure and Atlantic and
Great Western Mailway.
4:00 P. M., Way Train for Fort Jervis and Newburgh,
4:00 P. M., Way Train for Fort Jervis and Newburgh,
6:00 P. M., Lighthing Express, Bully, for Canadidgus, Rochester.
Buffalo, Railmanna, Punkirk, and West
Councets at Buffalo with Lake Shore and Grand Trunk
Railways, and at Balamanna Punkirk, and West
Councets at Buffalo with Lake Shore and Grand Trunk
Western Railway.
8:00 P. M., Bulgrant Train, Daity, for Buffalo, Salamanna, Dankirk and Trunk
Western Railway.

\*\*Wa. R. Bars, Gen'l Pasa, Ag'l, New York.

\*\*Wa. R. Bars, Gen'l Pasa, Ag'l, New York.

WRAPPING PAPER FOR SALE AT

BAILBOADS. PPILADELPHIA, WILMINGTON,

TIME TABLE.
MONDAY, March Seth, 1886.
altimore and Washington leave Phila Trains for Baltimore and Washington leave Phila-dolphia as follows: (Mondays excepted.) 11.45 a. m., Express: 2.40 p. m., Express? and 11.00 p. m., Express. Way Mail Train for Baltimore at 8.15 a. m. TRAINS PROM BALTEMORY TO PHILADELYPHIA. Leave Baltimore, 2.30 a. m., Way Mail; 9.20 a. m., Ex-press 1.10 p. m., Express; 6.35 p. m., Express; 6.50 p. m., Express. p. m., Express.

Leave Philadelphia for Baltimora and Washington at 4.15 a. m., and 11.00 p. m.
Leave Baltimora for Falladelphia at 6.20 p. m.
Leave Baltimora for Falladelphia at 6.20 p. m.
Leave Baltimora for Falladelphia at 6.20 p. m.
Leave Baltimora for Sew York at 5.70 p. m.
REF EXEMPTS, Experimendant.

1866 PENNSYLVANIA 1866 TWELVE DAILT TRAINS.

TWELVE DAILY TRAINS.

On and after MONDAY, October 16, 1865, irains will leave the Union Passenger Depoit, corner of Washington and Liberty streets, Pittsburgh, Fa., as follows:
DAY EXPERISS, duty except Smadey, at 250 mm, stopping algebraic war, Consmangle, Onlittefa, Alterias, and all principal stations, and making direct counsections as florridancy for New York, Baltimor of the whole, and intermediate points.

ALTOORA ACCOMMODATION, daily except Sunday, at 5,50 mm, stopping at all regards stations between Pittsburgh and Alfonan, and making close connection with trains on the Indian Branch, West Panney vind Railroad, Rhemsburgand Crosson Railroad, and Hollidayabung Branch.

Raliroad, and the volume, and the consensation of the Raliroad, and Holliday abusing Branch. Religible of the Raliroad, and Allonas, and all principle relations to the Raliroad relations and Raliroad and Hollies an

at the cases of Pillahurgh as 1250 p. m., and arrives at Wall's Station at 250 p. m.

Returning Trains service in Pillahurgh as follows:

Bail. 1.20 a. m.

Fast Man. 2.50 a. m.

Fast Man. 2.50 a. m.

Feen Accommodation 2.50 a. m.

School was Accommodation 10.05 a. m.

Pollahurgh as follows:

P

At 2p. m., via Camden and Amboy—C. and A. Express.

At 3 p. m., via Renaington and Jersey City 2.00

At 3 p. m., via Renaington and Jersey City 3.00

At 10, 4 p. m., via Renaington and Jersey City 4.00

At 10, 5 p. m., via Renaington and Jersey City 5.00

At 10, 5 p. m., via Renaington and Jersey City 6.00

At 10, 6 p. m., via Canden and Amboy—Accounce dation (freight and passenger)

Int class ticked. 2.20

The 8.15 p. m. Evening Mail and the 1.20 (Right)
Bouthern Express will run daily, (all others, Sandays except cd.)

BOOK AND JOB PRINTER,

pairing ed.)

PHILADELPHIA AND NEW YORK LINES.

Leave Walnut street wharf at 6 and 6 a. m., 12 m.,

Leave Kensluyton Depot at 11, 10 a. m., 25, 4, 20 and

6, 40 p. m., and 12, 50 a. m. (algh.). m., 25, 4, 20 and

The 6, 45 p. m. line rune daily; (all others, Sundays succepted.) NEW YORK AND PHILADELPHIA LINER.
Leave foot of Barelay elrest at 6 a. m. and 1 p. m.
From foot of Cortiand elrestat 7, 8, and 10 a. m., 13
m., 4 and 6 p. m., and 13 might.
The \*0 p. m. line rame daily; (all others, Sundays, excepted.)

PRILADELPHIA, Dec. 25, 1965.

THE OLD AND DIRECT LIRE ENTIRELY COMPLETED.

STAGING ENTIRELY DISCONTINUED.

19 MILES SHORTER AND S HOURS QUICKER THAN
BY ANY OTHER ROUTS.

TWICE DAILY.

On and after MONDAT, September 20, the old and favorise line from WASHINGTON, via FERDERICKSBINO, to RICHMOND, will be run I'WICE DAILY.

The rest and commedicus steamer KITPORT. Capitals
L. Colmary, will leave the wharf, four Toke of the companied of the wind of the companied of the winds of the companied of the winds of the companied of

Through the serious a suggest masses.

Live of the serious and suggest wagons will be like serious of the serious and suggest the serious and suggest the serious and suggest the serious and suggest wagons will be like serious of the serious and suggest the subscriber has obtained from the Orphana's connections for Richard and suggest the subscriber has obtained from the Orphana's connections for Richard and suggest the subscriber has obtained from the Orphana's connections for Richard and suggest the subscriber has obtained from the Orphana's connections for Richard and suggest the subscriber has obtained from the Orphana's connections for Richard and suggest the subscriber has obtained from the Orphana's connections for Richard and suggest the subscriber has obtained from the Orphana's connections for Richard and Sug

baille-fields near Freerinseeurg y
point.

Baggage will be checked from New York, Philideiphia, and Salitimors to Washington, where it will be met
by the baggage unsters of this line.

Breakfast and apper or board of seamors.

GRO, MATTIEGLY, Superintandent,
Washington, D. C.

W. D. GLEERBRON, Agent,

007

Weshington, D. C.

MEDICAL. BALTIMORE LOCK HOSPITAL. THE ONLY PLACE WHERE A CURE CAN BE OB-

THE ONLY PLACE WHERE A CURE CAN BE OBTAINED.

Dr. JOHESTON has discovered the most certain, speedy, and only effectual remody in the world for Weakness of the Back or Lumbs, Birlstures, Affections of the Kladeys and Bladder, Involuntary Bleakness, impointer, Can Burker, Confusico of Jean, Pajinthon, or Gallace, Langues, Low Bpritz, Confusico of Jean, Pajinthon, or Gallace, Luw Britz, Confusico of Jean, Pajinthon, or Gallace, Involuntary Beakness, impointer, Timidity, Transhit, or Gallace, Blownholm, and Canada, Timidity, Transhit, Canada, Canada, Timidity, Transhit, and Gallace, Blownholm, and Jean, Canada, Canada,

shally (except Sunday) at 2.50 p. m.

Becomd Accommodation Train for Wall's Station leaves
daily (except Sunday) at 2.55 p. m.

Thigh Accommodation Train for Wall's Station leaves
daily (except Sunday) at 2.55 p. m.

Forth Accommodation Train for Wall's Station leaves
daily (except Sunday) at 2.55 p. m.

Marthix — The Fortful effects on the mind are much
ally (except Sunday) at 2.55 p. m.

Marthix — The Fortful effects on the mind are much
to be drawed—Love of Memory, Confusion of Ideas, Dedialy (except Sunday) at 0.05 p. m. and price at all efations belows Fritabungh and Punk, at 10.30 p. m.

The Church Train leaves Wall's Station every Sunday
at 5.65 s. m., and arrivering in Fritabungh at 10.50 p. m., and arrives
at Wall's Station at 2.00 p. m.

Referring issues Pittabungh at 12.50 p. m., and arrives
at Wall's Station at 2.00 p. m.

BOOK AND JOB PRINTER . 511 Ninth Street, near Pennsylvania Avenue,

WASHINGTON CITY, Having greatly increased the facilities of the above OLD ESTABLISHED PRINTING HOUSE ENTIRE HENEWAL OF MATERIAL the addition of several of the most improved

Is prepared to execute every variety of PRON A FINE VISITING CARD

POWER-PRESSES.

THIS IS TO GIVE NOTICE THAT THE subscriber has obtained from the Orphana' Court of Washington county, in the District of Columbia, letture of administration on the personal series of Richert W. Hamilton, late of Washington county, deceased, All persons having stains against the said deceased are hereby warned to exhibit the same, with the vouchers thereof, to the subscriber, one referes the 20th day of March lexit; they may otherwise by law be served used from all benefit of the said estate.

Given under my hand this 20th day of March, A. D. 1886.

mhil-whys.